THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFULPATEL): (a) Yes, Sir.

(b) Of the 63 Pilots who had sought 'No Objection Certificate; to join other airlines 59 Pilots have withdrawn their requests. Remaining 4 Pilots also are continuing in the service of Indian Airlines and are performing their duties regularly.

(c) Yes, Sir. In Indian Airlines' estimate, the present salary structure is in line with the market conditions.

Losses to IA on Discounted Fares

†2216. SHRIMATI KUM KUM RAI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether the Indian Airlines will have to suffer economic loss as a result of making air travel cheaper;

(b) if so, the details thereof; and

(c) the scheme for compensating the said loss?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) No, Sir. Indian Airlines in order to remain competitive in the market, keeps on offering promotional fares/ schemes from time to time on various sectors depending on the market dynamics. In Indian Airlines' estimate, the gains likely to be made by winning over new passenger segments outweigh the marginal loss of yield per passenger on the limited number of seats offered under such schemes.

(b) and (c) Do not arise.

Aircraft-Employee Ratio

2217. SHRI PRAMOD MAHAJAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the Aircraft-employee ratio of Indian Airlines and Air India separately;

(b) the seat-employee ratio of Indian Airlines and Air India separately;

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†Original notice of the question was received in Hindi.

(c) the International standards in both the cases; and

(d) what steps Government are taking to reach to international standards?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) The aircraft employees ratio in Air India and Indian Airlines is 386 and 288 employees per aircraft respectively.

(b) The employee/seat ratio in Air India is 1:361. The employee/ seat ratio in Indian Airlines including its subsidiaries Alliance Air, measured in terms of available Seat Kilometers works out to 1:852862.

(c) and (d) While the employee ratio in both the airlines are on the higher side compared to most of the other airlines, there is no specific international standard as such. Aircraft to employee/seat ratio varies from airline to airline depending on the nature and extent of function performed in house. Some of the measures taken by both the airlines to improve the situation are: (a) freeze on external recruitment in non-operational categories (b) abolition of vacant posts (c) re-deployment of persons from non-operational to operational area and (d) increase in capacity without concomitant increase in the number of employees.

Procedure for CPL

2218. SHRI PRAMOD MAHAJAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the number of flying hours a pilot has to complete before getting a Commercial Pilot License (CPL);

(b) what is the international standard; and

(c) how it will tackle problem of shortage of pilots?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) For issuance of Commercial Pilot Licence (CPL), a pilot shall have a minimum of 200 hours of flying. This is as per the international standard prescribed by International Civl Aviation Organisation (ICAO).

(c) Shortage of pilots is a result of increase in demand for pilots due to increase in number of aircraft inducted in Civil Aviation Sector, while the qualifying requirements for getting a Commercial Pilot Licence are